

ATTACHMENT K

REQUEST FOR QUALIFICATIONS AND PRICING FOR FUNCTIONAL ASSESSMENTS OF PERSONS WITH DISABILITIES FOR ADA PARATRANSIT ELIGIBILITY

INTRODUCTION

MTA is seeking statements of qualifications and pricing to conduct in-person physical and cognitive functional assessments of individuals to help determine eligibility for MTA Paratransit. The functional assessments are being introduced as an integral component of the eligibility certification process.

ADA PARATRANSIT

The Americans with Disabilities Act (ADA), signed into law in 1990, is a major civil rights law, prohibiting discrimination against individuals with disabilities in the areas of employment, public services including transportation, public accommodations, and telecommunications.

Once of the requirements specifies that public transit systems providing *fixed-route* service must provide paratransit service to individuals with disabilities that is “comparable to the level of service provided to individuals without disabilities who use the fixed-route system.” This comparable service is known as *complementary paratransit*.

Complementary paratransit is meant to be a “safety net” for only those individuals who cannot use accessible fixed-route service.

ADA Requirements for complementary paratransit service specify three (3) categories of individuals who are eligible:

Category 1: Individuals, who because of their disability are unable to board, ride or disembark independently from an accessible vehicle. They are unable to “navigate the system.” Mobility or travel training can help individuals in this category to improve their ability to navigate the system or get to a bus stop.

Category 2: Individuals with disabilities who cannot use fixed-route system because an accessible vehicle is not available on the route or at the time of desired travel, or if a vehicle’s lift cannot be deployed at the stop which they want to use. This category of eligible users may decrease as full accessibility of fixed-route systems is achieved.

ADA PARATRANSIT (cont'd)

Category 3: Individuals who are presented from traveling to or from a bus stop because of their disability, specific environmental and architectural barriers such as curbs, hills, distance, are excluded and do not, standing alone, form a basis for eligibility under the third category. Category 3 eligibility is intended to be a very narrow exception to the general rule that difficulty traveling, boarding or disembarking locations is not a basis for eligibility.

Conditional eligibility: An individual may be eligible for certain trips for which the individual meets the criteria. An individual can be eligible based on a temporary disability. An individual may travel with a Personal Care Attendant (PCA) defined as someone designated or employed to help the individual meet his/her personal needs.

Complementary paratransit eligibility is not based on disability based on a medical condition or diagnosis of disability alone, but rather on the *functional inability of a disabled person to use accessible fixed-route service*.

The MTA Functional Assessment Program, (FAP) which was implemented on July 1, 1999, differs from MTA's original process under ADA. The original process involved self-certification with health care professional verification.

The current FAP is more rigorous. ***First-time applicants*** will be required to submit an application form to MTA with identifying information, as well as verification of disability from a health care professional familiar with the individual's disability, and its effect on use of public transit. Applicants must also have an *in-person interview conducted by an MTA employee at the MTA Certification Office and may be referred to a medical facility for a functional assessment of their ability to use public transit*.

Two functional assessments will be conducted: a physical function assessment, and a cognitive functional assessment. The physical functional test will use a straightforward approach of testing the applicant's ability to accomplish the various functions needed to use transit:

- Use of steps, lift, and curb cut
- Ability to stand and walk a short distance and cross a street in a predetermined amount of time.

Such testing aids will be supplied to the rehabilitation/medical facility by the MTA.

The cognitive functional assessment test uses an adaptation of the "Functional Assessment of Cognitive Transit Skills test," or FACTS, developed as a Project ACTION grant by Pittsburgh's ACCESS Transportation Systems with the Harmarville Rehabilitation Centers and Center of Applied Neuropsychology. FACT is structured around a simulated transit trip. It may also include an Orientation and Mobility evaluation of the visually impaired.

LOCATION AND SCHEDULING OF ASSESSMENTS

MTA will require that functional assessment testing be done:

- At key locations within the existing Paratransit service area.
- During weekdays, and at least one weekday evening, and for one-half day on Saturdays, either morning or afternoon.

Functional assessments for new Paratransit applicants and recertified applicants will be scheduled on an as-needed basis.

REQUEST FOR QUALIFICATIONS AND PRICING

Facilities interested in conducting functional assessments should provide a statement of interest and qualifications, including:

Identification of the specific facility or facilities where you propose to conduct assessments.

Name(s) and title(s) of individual(s) responsible for the functional assessments.

Qualifications of staff (e.g., resumes) expected to be involved in functional assessments.

Any relevant experience or abilities relative to conducting functional assessments.

Any other information relevant for assessing facility qualifications.

PHYSICAL FUNCTIONAL ASSESSMENT

Name: _____ Date: _____

Date of Birth: _____

Medical Condition Causing Disability: _____

Evaluator: _____

Mobility Aids Used During Assessment: _____

Wheelchair User (circle one): Full Time Part Time N/A

If part time, explain: _____

Wheelchair Propulsion (circle one): Dependent Partial Assist Independent

If partial, explain: _____

Resting Heart Rate _____ Resting Blood Pressure _____

Resting Respiration _____ Blood Pressure at End of Assessment _____

75% max for age: _____

A. FUNCTIONAL MOBILITY

1. Distance HR BP RESPIRATIONS TIME PASS FAIL

300 feet _____ _____ _____ _____

660 feet _____ _____ _____ _____

If discontinued, time at 75% of max: _____

_____ PASS if total time is 8:00 minutes or less.

_____ PASS if able to ambulate or propel wheelchair at least 200 ft. without signs and symptoms of physical distress.

2. Curbs and Curb Cuts PASS FAIL

Able to independently go: Up 6 in. curb? Yes No
Down 6 in. curb? Yes No

Able to independently go: Up curb cut? Yes No
Down curb cut? Yes No

_____ PASS if able to go up and down curb and/or curb cut unassisted.